

# FINAL RESULTS EDITION

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NEW YORK, FRIDAY, JANUARY 19, 1906.

World.

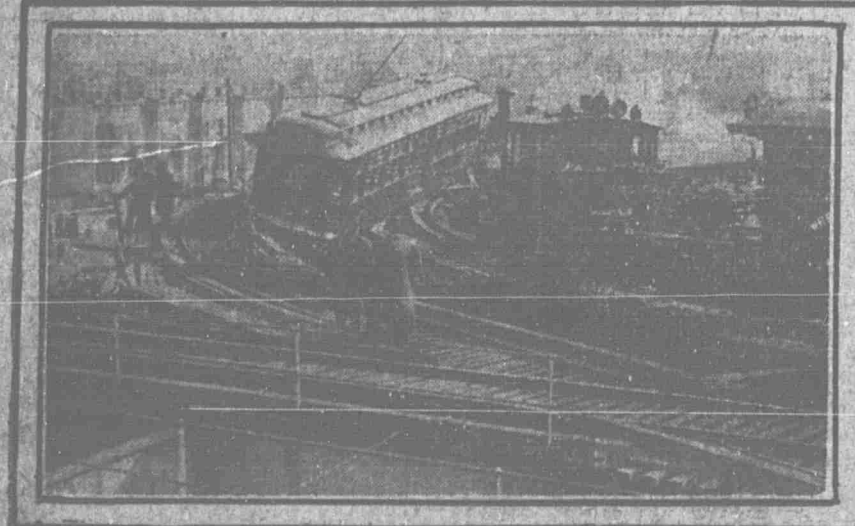
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## THIRTEEN FALL WITH "L" CAR TO STREET

SCENE OF THE BROOKLYN "L" WRECK AND CAR BURNING AFTER IT FELL TO GROUND.



## SWITCH SPREADS AND "L" VICTIMS PLUNGE 40 FEET

One Killed and Twelve Other Persons Injured at the Far Rockaway Turn of the Fulton Street Line in Brooklyn.

B. R. T. MEN IN A HURRY TO BARN SHATTERED CAR.

It Was Set on Fire Over Protests of the Police and Official Ire Was Aroused by Apparent Attempt to Destroy Evidence.

One man was killed and twelve men and women were badly injured in a train wreck on the Fulton street elevated structure, Brooklyn, today, in which one car of a three-car train was shunted to the street, where it was shattered to splinters, piling its wreckage upon the bodies of the hapless passengers.

This occurred at what is known as the Rockaway turn of the Fulton street "L" between Euclid avenue and Chestnut street, one block west of the Crescent avenue station. The elevated structure at this point is about forty feet above a vacant lot, into which the derailed car was plunged with its passengers.

The train which met with disaster was being piloted by Motorman George W. Duryea, of No. 359 Jamaica avenue. It was bound for Cypress Hills on the Lexington avenue division of the Kings County "L". The motorman was slowing down for the Crescent street station as he approached the Rockaway turn at Chestnut street.

On this turn there is a switch used in summer time to turn off trains to the surface tracks of the Long Island Railroad.

Motorman Duryea declares that this switch was set clear as he ran down on it, though he knew that workmen had been repairing the tracks near it earlier in the day.

**SWITCH WAS JOLTED OPEN.**  
The train was running at fair speed, for there is a sharp incline at this point, and the first car, in which were the motorman and a score of passengers, cleared the switch and ran along on its proper track. But before the second car reached the switch it was jolted open, and with a crash this car tore loose from the motor-car and shot over to the opposite track.

The far of uncoupling from the motor-car and from the tall car derailed it and sent it crashing through the guard rail on the south side of the structure, over the rim and down into the vacant lot forty feet below. There were twelve passengers shut in the car as it plunged off the "L" structure and a guard on each platform. The guard on the rear platform managed to save himself by jumping, but the forward guard went down with the rest and was probably fatally hurt.

**CAR SPLIT IN TWO.**

The heavy car tumbled to the ground with a crash that could be heard throughout the district. The big steel and iron vehicle split in two as it fell on a ledge of rock and then broke into splinters, the wreckage of wood and steel piling upon the twelve passengers and pinning them down.

Though hundreds from the neighborhood rushed to the scene, the first

## COL. MANN, IN VAIN, BRACED BELMONT FOR A \$2,000 LOAN

"Turned Down," It Is Charged He Evened Up by Saying Unpleasant Things in Town Topics.

O. H. P. Belmont followed Col. W. D. Mann on the stand at the Haggood criminal trial this afternoon. Questions asked of the Colonel gave the first as to what Mr. Belmont was expected to testify.

Mann had been asked if he borrowed money of Belmont or asked for a loan from him; if he had tried to sell him stock in Town Topics or any of its projects; if he had held Town Topics as a club over him; if Town Topics had treated Mr. Belmont and his family with respect or not. To all of which the Colonel had answered no or evaded a direct reply.

Mr. Belmont, wearing a new Dock-stader collar and a pair of Mackintosh spats, came in with the attorney for the defense after the noon recess. Col. Mann went back to the grill just long enough to identify a letter which was handed to him as being in his own handwriting.

Belmont on Stand.  
Then Mr. Belmont was called.  
Mr. Belmont said he had received a letter from Col. Mann dated May 17, 1905.

Q. Did you have a visit from Col. Mann shortly before receiving that letter? A. I did. He called at my house and sent in his card.

Q. Had you ever known him before or had any dealings with him? A. Never.

Q. What happened when he called? A. He constructed me of certain recent events, and said his paper had always treated my family kindly. He said he felt sure I knew Town Topics was a popular and flourishing journal, but he added that it needed money, and he then asked me to take \$2,000 worth of stock in his paper. I met him next day at my office and told him I would not

write stock in a paper which needed in social topics. He then asked me to loan him some money. I again refused. On leaving he asked me to think his proposition over. He said Town Topics was read all over America.

Refused the Loan.  
Later I sent him a note of telegram saying I could neither invest in Town Topics stock or loan him money personally. I then received from him the letter which I have just identified. It was dated May 17, 1905, and the letter which was written on Town Topics stationery and read as follows:

"Dear Mr. Belmont: Your wife was a good disappointment to me. I sort of hoped from our interview that it would suit you to help me out by taking over some shares. I am in a very tight place for the moment. Now, if you do not care to take the shares to the extent I desired, could you not loan me a little money, say \$2,000? If the bottom does not drop out I will be able early in the winter to repay you."

"I read this badly or I would not trouble you again after your wife. At you can see the without inconvenience, I need scarcely say I will be most grateful. Yours, W. D. MANN."

"Did you loan him any money?" asked "Fads and Fancies." A. He did.

Q. Did you borrow any money of Perry Belmont? A. I did. I borrowed \$5,000.

Q. Did you sell Mr. Perry Belmont any shares of stock? A. Yes. I sold him \$10,000 in stock shares, for which he paid me \$5,000 in cash, then selling the \$5,000 loaned.

## JACK MARTIN WINS ON FIRST MOUNT

Jockey Makes His Debut at Fair Grounds and Brings Goldsmith Home.

FAIR GROUNDS, NEW ORLEANS, Jan. 19.—Large fields in the six events were again the rule here this afternoon. This makes betting all the more interesting, as winners are harder to pick. The talent had several setbacks this afternoon, owing to outsiders breaking into the money.

The track was in good condition. FIRST RACE—Three furlongs.

Starters, weights and jockeys. Betting. Str. 1.1. 2.1. 3.1. 4.1. 5.1. 6.1. 7.1. 8.1. 9.1. 10.1. 11.1. 12.1. 13.1. 14.1. 15.1. 16.1. 17.1. 18.1. 19.1. 20.1. 21.1. 22.1. 23.1. 24.1. 25.1. 26.1. 27.1. 28.1. 29.1. 30.1. 31.1. 32.1. 33.1. 34.1. 35.1. 36.1. 37.1. 38.1. 39.1. 40.1. 41.1. 42.1. 43.1. 44.1. 45.1. 46.1. 47.1. 48.1. 49.1. 50.1. 51.1. 52.1. 53.1. 54.1. 55.1. 56.1. 57.1. 58.1. 59.1. 60.1. 61.1. 62.1. 63.1. 64.1. 65.1. 66.1. 67.1. 68.1. 69.1. 70.1. 71.1. 72.1. 73.1. 74.1. 75.1. 76.1. 77.1. 78.1. 79.1. 80.1. 81.1. 82.1. 83.1. 84.1. 85.1. 86.1. 87.1. 88.1. 89.1. 90.1. 91.1. 92.1. 93.1. 94.1. 95.1. 96.1. 97.1. 98.1. 99.1. 100.1. 101.1. 102.1. 103.1. 104.1. 105.1. 106.1. 107.1. 108.1. 109.1. 110.1. 111.1. 112.1. 113.1. 114.1. 115.1. 116.1. 117.1. 118.1. 119.1. 120.1. 121.1. 122.1. 123.1. 124.1. 125.1. 126.1. 127.1. 128.1. 129.1. 130.1. 131.1. 132.1. 133.1. 134.1. 135.1. 136.1. 137.1. 138.1. 139.1. 140.1. 141.1. 142.1. 143.1. 144.1. 145.1. 146.1. 147.1. 148.1. 149.1. 150.1. 151.1. 152.1. 153.1. 154.1. 155.1. 156.1. 157.1. 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730.1. 731.1. 732.1. 733.1. 734.1. 735.1. 736.1. 737.1. 738.1. 739.1. 740.1. 741.1. 742.1. 743.1. 744.1. 745.1. 746.1. 747.1. 748.1. 749.1. 750.1. 751.1. 752.1. 753.1. 754.1. 755.1. 756.1. 757.1. 758.1. 759.1. 760.1. 761.1. 762.1. 763.1. 764.1. 765.1. 766.1. 767.1. 768.1. 769.1. 770.1. 771.1. 772.1. 773.1. 774.1. 775.1. 776.1. 777.1. 778.1. 779.1. 780.1. 781.1. 782.1. 783.1. 784.1. 785.1. 786.1. 787.1. 788.1. 789.1. 790.1. 791.1. 792.1. 793.1. 794.1. 795.1. 796.1. 797.1. 798.1. 799.1. 800.1. 801.1. 802.1. 803.1. 804.1. 805.1. 806.1. 807.1. 808.1. 809.1. 810.1. 811.1. 812.1. 813.1. 814.1. 815.1. 816.1. 817.1. 818.1. 819.1. 820.1. 821.1. 822.1. 823.1. 824.1. 825.1. 826.1. 827.1. 828.1. 829.1. 830.1. 831.1. 832.1. 833.1. 834.1. 835.1. 836.1. 837.1. 838.1. 839.1. 840.1. 841.1. 842.1. 843.1. 844.1. 845.1. 846.1. 847.1. 848.1. 849.1. 850.1. 851.1. 852.1. 853.1. 854.1. 855.1. 856.1. 857.1. 858.1. 859.1. 860.1. 861.1. 862.1. 863.1. 864.1. 865.1. 866.1. 867.1. 868.1. 869.1. 870.1. 871.1. 872.1. 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